

CAPTAIN THOMAS PAINE,

DECEMBER 20, 1831.

Mr. WILDE, from the Committee of Ways and Means, made the following

REPORT:

The Committee of Ways and Means, to which was referred the petition of Captain Thomas Paine, report:

That a bill for the relief of the petitioner [No. 283] was reported by this committee at the first session of the twenty-first Congress, which passed the House of Representatives at the session following, but was not acted on in the Senate. The committee have again had the case of Captain Paine under consideration. Concurring entirely in the principles of the report heretofore made, they adopt and incorporate it herewith, and accompany it with a bill for his relief, similar to that which formerly received the assent of this House.

FEBRUARY 24, 1830.

The Committee of Ways and Means, to which was referred the petition of Captain Thomas Paine, report:

The petitioner, Thomas Paine, states that he commanded the revenue cutter Crawford, for several years, on the Georgia station. That, while cruising between Savannah and St. Mary's, on the 15th of March, 1829, his vessel was capsized by a tornado, and sunk, in twenty-four feet water; that he lost every thing on board of the vessel; that he was a contractor with the Government to furnish the crew; that he was compelled to keep three months' provisions on board at the time of sailing on a cruise; that the accident took place two weeks after leaving Savannah; that he lost two and a half months' provisions, valued at \$500; that he lost also clothes, books, charts, and nautical instruments, to the amount of \$400, making the amount of \$900; all of which facts are substantiated by written evidence. The committee are of opinion that Captain Paine is, in equity, entitled to remuneration for the loss of the provisions, amounting to five hundred dollars; but, inasmuch as the nautical instruments, books, charts, &c. are the necessary appendages of every vessel, and are placed there with a knowledge of the risk, and to enable the commander to avail himself of that science for which he is specifically remunerated, the committee cannot be justified in their own opinions, in making the appropriation, as they believe it would be without precedent, and not sanctioned by any known principles. They therefore report a bill for the provisions only.

CAPTAIN THOMAS PAINE

December 20, 1831

Mr. Wilson, from the Committee on Ways and Means, made the following

REPORT

The Committee of Ways and Means, to which was referred the petition of Captain Thomas Paine, report.

That a bill for the relief of the petitioner (No. 283) was reported by this committee at the first session of the twenty-first Congress, which passed the House of Representatives in the session following, but was not acted on in the Senate. The committee have again had the case at length under consideration. Concerning entirely in the principles of the report heretofore made, they adopt and incorporate it herewith, and accompany it with a bill for his relief, similar to that which formerly accompanied the report of this House.

February 21, 1832

The Committee of Ways and Means, to which was referred the petition of Captain Thomas Paine, report.

The petitioner, Thomas Paine, states that he commanded the revenue cutter, Crawford, for several years, on the Georgia station. That, while cruising between Savannah and St. Marys, on the 24th of March, 1822, the vessel was captured by a privateer, and sunk, in twenty-four feet water, but he lost every thing on board of the vessel; that he was a contractor with the Government to furnish the crew, that he was compelled to keep three months' provisions on board at the time of sailing on a cruise; that the next day he took three weeks after leaving Savannah; that he lost two and a half months' provisions, valued at \$200; that he lost also clothes, books, charts, and nautical instruments, to the amount of \$400, making the amount of \$600; all of which facts are substantiated by written evidence. The committee are of opinion that Captain Paine is, in equity, entitled to remuneration for the loss of the provisions, amounting to five hundred dollars; but inasmuch as the nautical instruments, books, charts, &c. are the necessary appendages of every vessel, and are placed upon a knowledge of the risk, and to enable the commander to avail himself of that science for which he is specifically remunerated, the committee cannot be justified in their own opinion, in making the appropriation, as they believe it would be without precedent, and not sanctioned by any known principle. They therefore report a bill for the provisions only.